



Alaskan Way Viaduct and Seawall Replacement Project

Leadership Group Meeting

June 21, 2004

Long-Term Funding Potentials

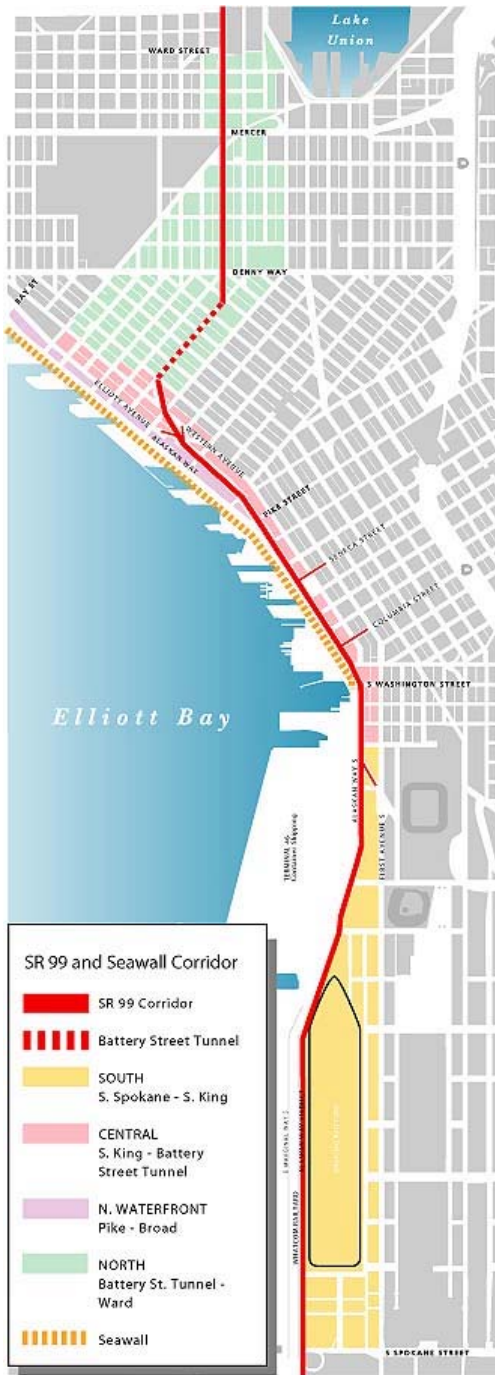
Funding Source	Ranges	
	<u>Low</u>	<u>High</u>
Federal		
Earmark -- Mega Projects	\$100 M	\$1000 M
Emergency Relief Funding	\$5 M	\$500 M
Formula	\$50 M	\$100 M
US Army Corps of Engineers	\$100 M	\$350 M
<i>Subtotal Federal</i>	<i>\$255 M</i>	<i>\$1950 M</i>
State		
Nickel Fund (5 cent state gas tax 2003)	\$177 M	\$177 M
Additional state gas tax/other state sources	\$400 M	\$1,000 M
Transportation Improvement Board	\$10 M	\$30 M
State sales tax credit	\$0	\$240 M
<i>Subtotal State</i>	<i>\$587 M</i>	<i>\$1447 M</i>
Regional/City		
RTID	\$1,000 M	\$1,000 M
King County Sales Tax Credit	\$0 M	\$16 M
City of Seattle (all sources)	\$200 M	\$200 M
LID/Real Estate Benefit	\$50 M	\$200 M
Private Utilities	\$0 M	\$100 M
Port of Seattle and Others	???	???
<i>Subtotal Regional/City</i>	<i>\$1,250 M</i>	<i>\$1,516 M</i>
Running Total	\$2,092 M	\$4,913 M



What is the Schedule?

✓	2000	Legislature funds viaduct replacement study
✓	2001	Nisqually earthquake shakes Puget Sound
✓	2002	Engineering for viaduct and seawall replacement begins
✓	2003	Received \$177 million from the 2003 State Legislature Alternatives selected
★	2004	Draft EIS published and preferred alternative selected (Late Summer) Begin final design of preferred alternative
	2005	Final EIS complete Final design underway
	2006	Environmental approvals
	2007	Utility relocation underway
	2008	Major construction begins

Alternatives & Cost Ranges



Alternative	Description	Cost Range in Billions	Construction Duration
Rebuild	A rebuilt viaduct same width as today	\$2.7 - 3.1	6 - 7 years
Aerial	A new viaduct about 25 feet wider with full lane widths and shoulders	\$2.7 - 3.2	9 - 10 years
Tunnel	A 6-lane tunnel beneath Alaskan Way	\$3.4 - 4.0	7 - 8 years
Bypass Tunnel	A 4-lane tunnel from King to Pike Streets in downtown Seattle, with 2 standard lanes added to surface Alaskan Way	\$3.1 - 3.6	7 - 8 years
Surface	A 6-lane surface Alaskan Way that adds 2 lanes to Alaskan Way from Yesler to Pike Streets	\$2.3 - 2.7	6 - 7 years



Guiding Principles

- To improve safety reliably and cost-effectively
- To maintain or improve mobility for people and goods along the existing SR 99 corridor
- To support the state growth management and shoreline policies and City's plans and policies for downtown and the waterfront
- To avoid, minimize and mitigate impacts on the environment
- To maintain access to the waterfront both during and after construction for industrial, commercial, residential and public recreation purposes
- Maintain access for two lanes of traffic throughout construction, minimize significant construction impacts
- Implement TDM/TSM measures during and after construction



Draft EIS

Summary of Comments

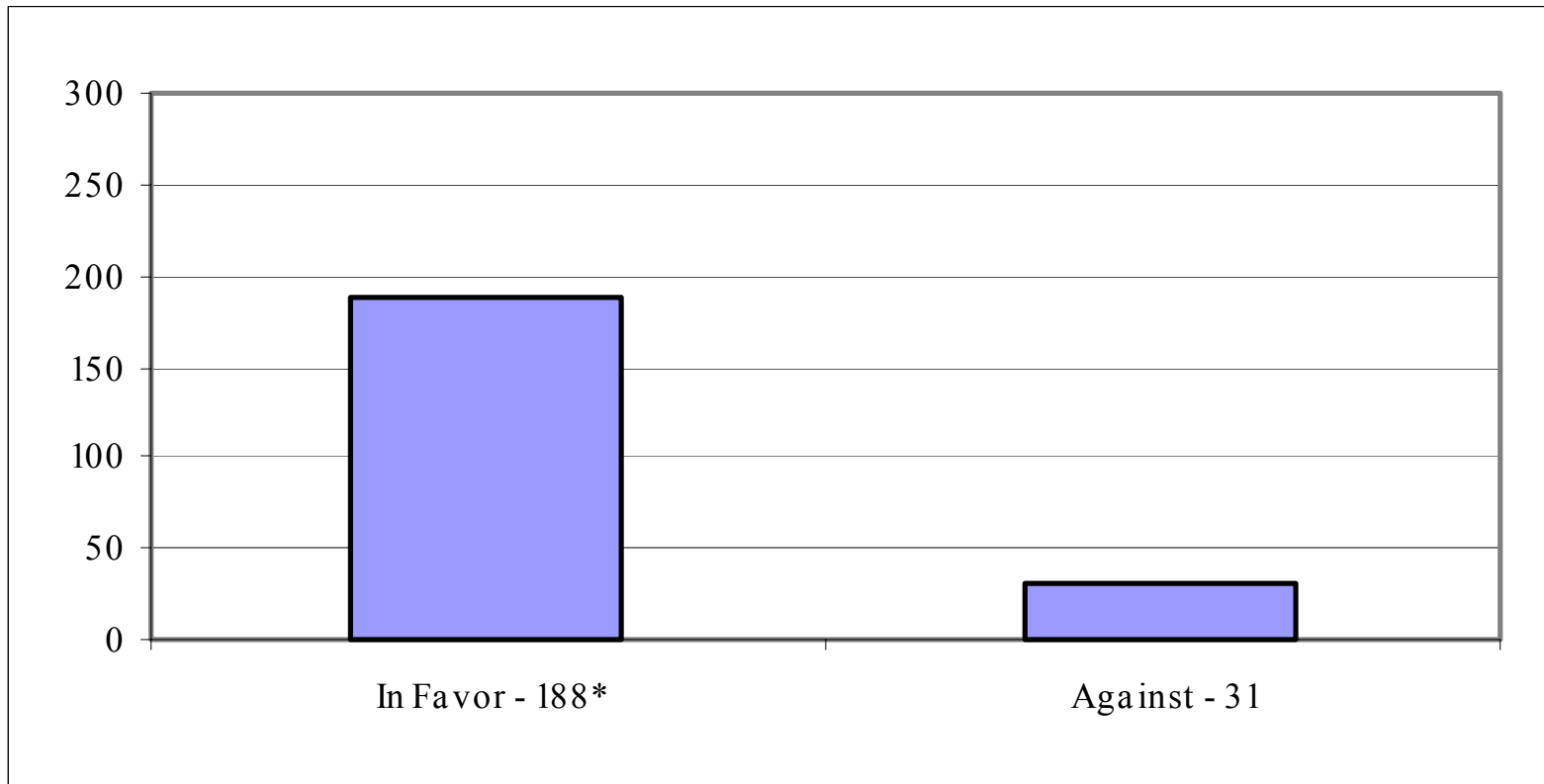
March 31 – June 1, 2004



How Comments Were Received

Comments Submitted Via...	Number of Comments
E-mail	76
Online comment form	327
Hotline	19
Mail	90
Leadership Group open house	3
Public hearing comment form	82
Public hearing computer	28
Public hearing court reporter	38

Comments - Rebuild



* The total number in support of the Rebuild Alternative includes 119 signatures on a petition. This petition was in support of any alternative that maintained an aerial structure.

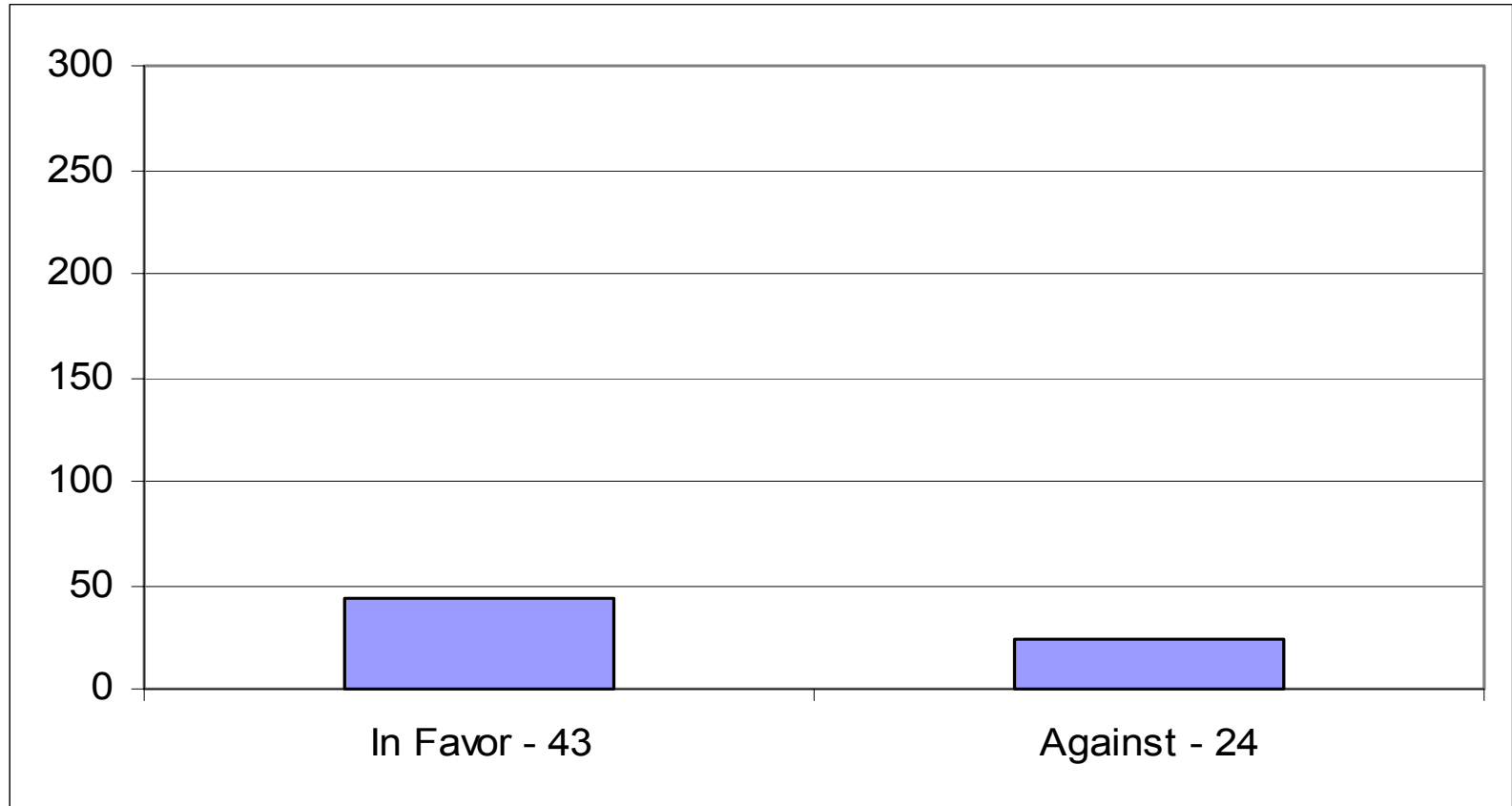


Agencies, organizations, or elected officials in support of the Rebuild Alternative

- BINMIC
- North Seattle Industrial Association
- Mary Lou Dickerson – Washington State House of Representatives
- A petition in support of the Rebuild Alternative was submitted with 119 signatures, most of who were residents of Ballard and Magnolia.



Comments - Aerial



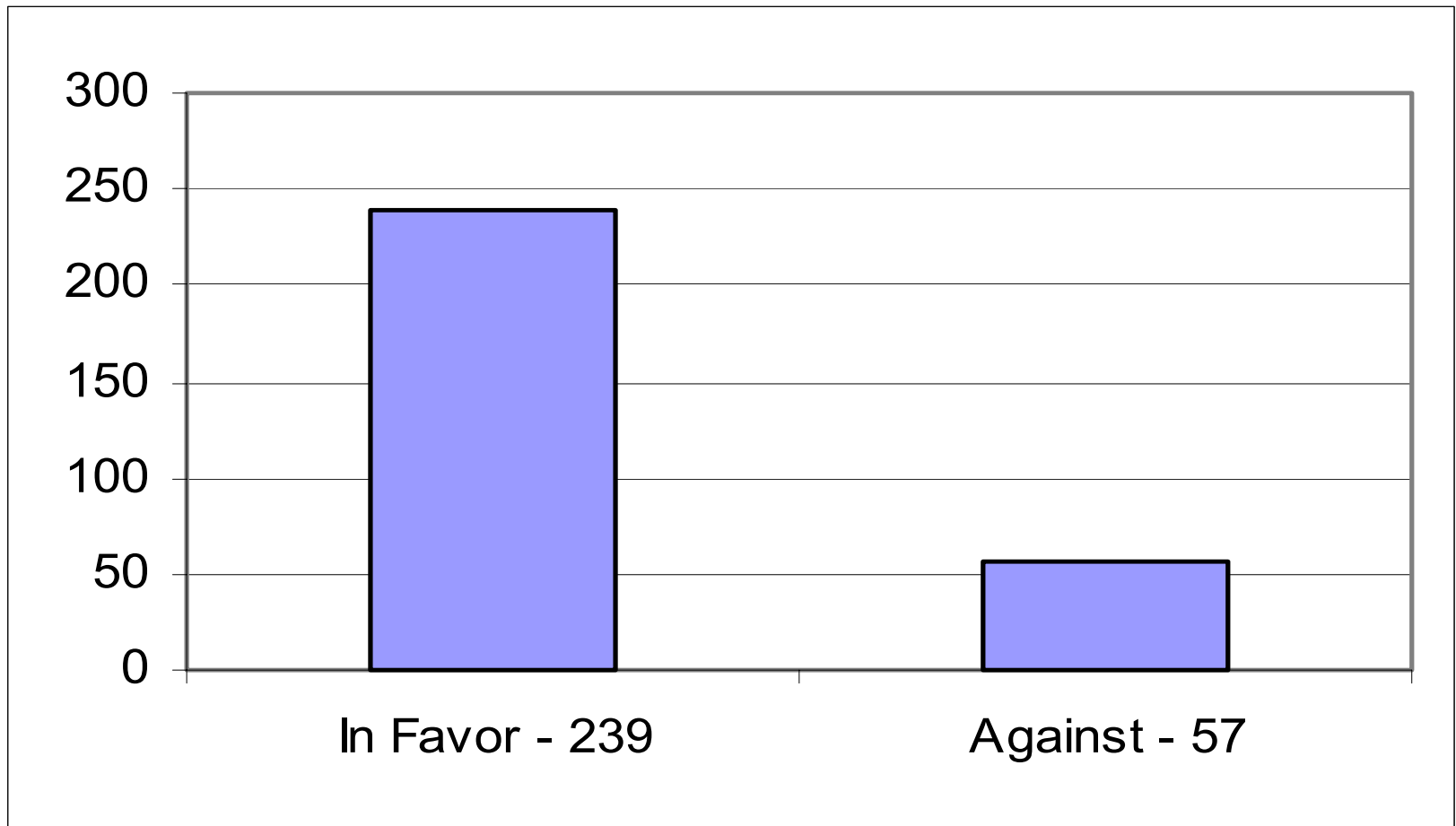


Agencies, organizations, or elected officials in support of the Aerial Alternative

- Admiral Community Council
- Ballard District Council



Comments - Tunnel



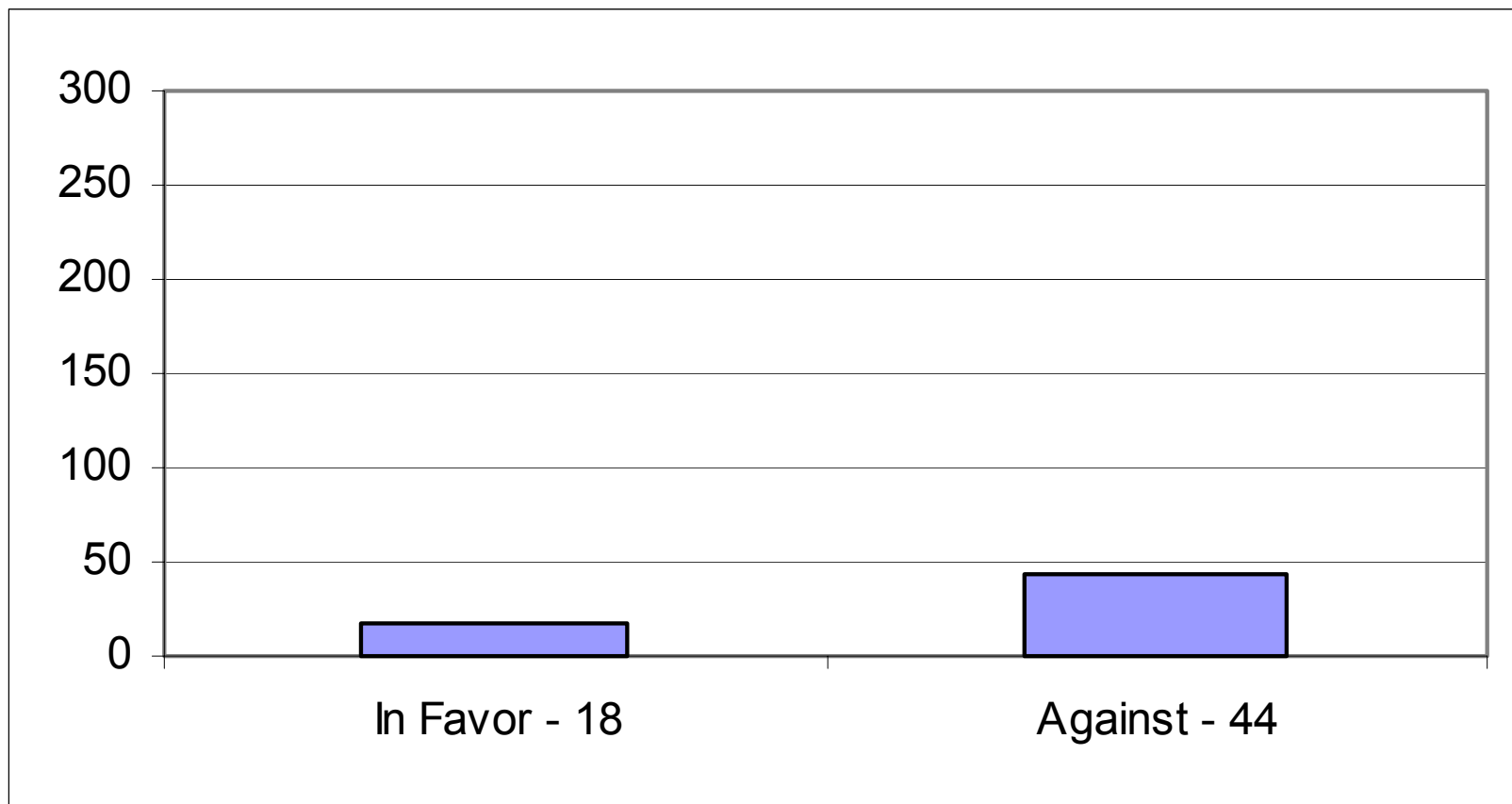


Agencies, organizations, or elected officials in support of the Tunnel Alternative

- Kikiallus Nation
- Seattle Aquarium Society
- Makers and Friends Seattle Central Waterfront Charette Team 7
- Pioneer Square Community Association
- Vulcan
- Allied Arts
- Historic Seattle Preservation
- BOMA Seattle King County
- Downtown Seattle Association
- Duwamish Planning Committee
- Greater Seattle Chamber of Commerce
- Graham and Dunn – 9 Co-signers
- Argosy Cruises - John Blackman
- Action Better City
- Port of Seattle



Comments – Bypass Tunnel



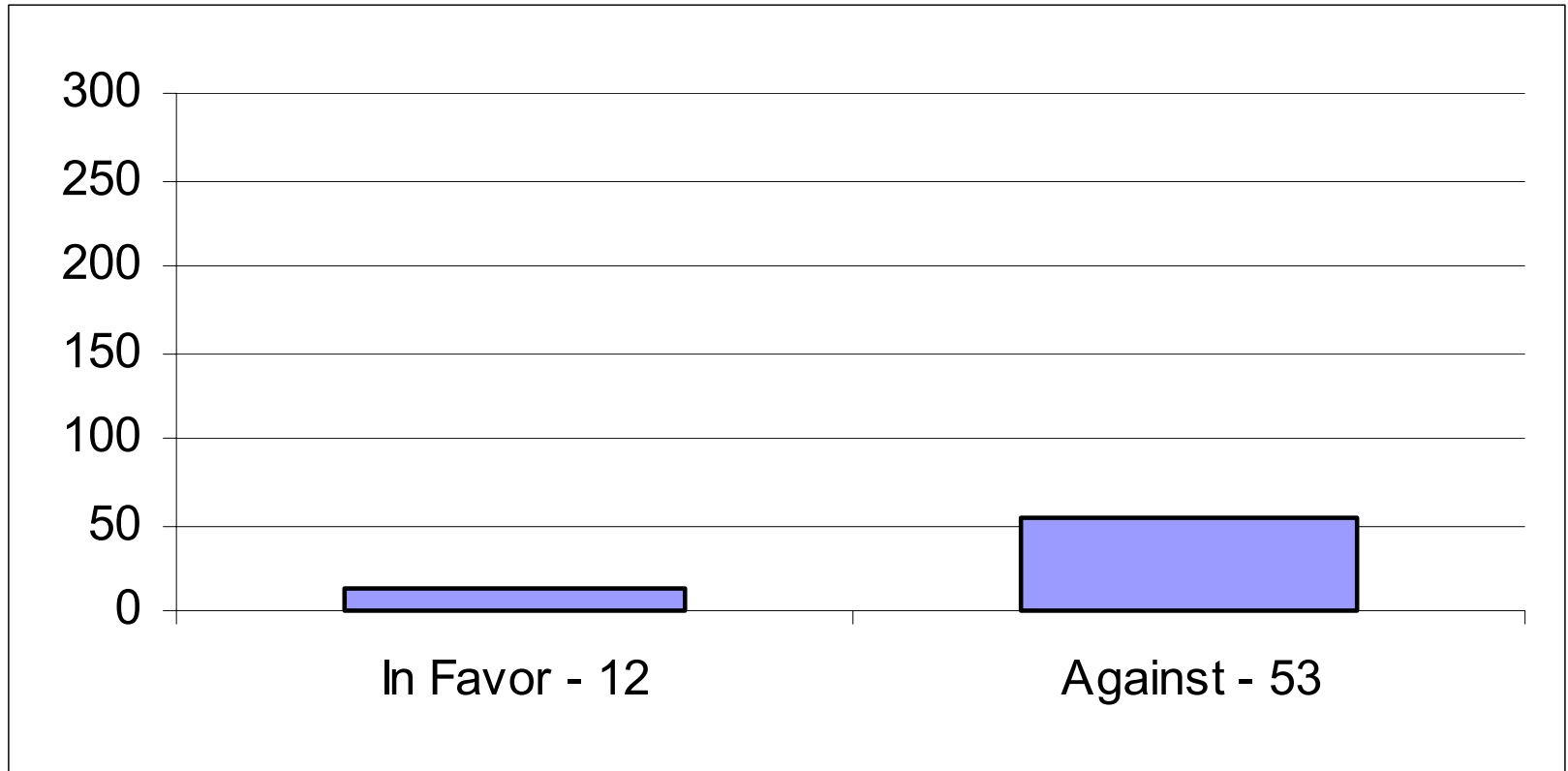


Agencies, organizations, or elected officials in support of the Bypass Tunnel Alternative

- There were no agencies, organizations, or elected officials in support of the Bypass Tunnel Alternative.



Comments - Surface

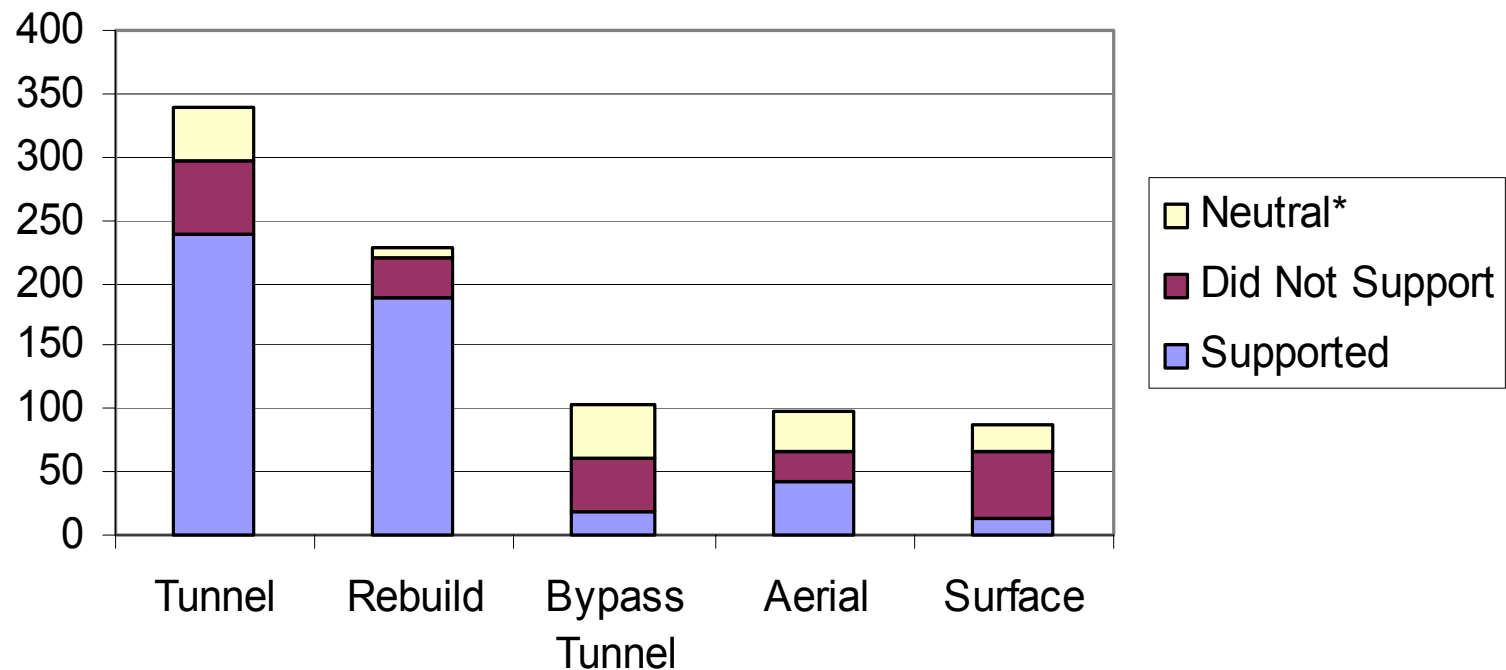




Agencies, organizations, or elected officials in support of the Surface Alternative

- There were no agencies, organizations, or elected officials in support of the Surface Alternative.

Cumulative on Alternatives



* The neutral field represents comments that referenced the alternative but did not offer definitive support or opposition.

Cumulative by Topic

